Planning Department
City of Halifax

Downtown Parking Study

April 1983

City of Halifax
Planning Department

Downtown Parking Study

Table of Contents

Introduction	i
1. Background	1
2. Conclusions	1
3. Methodology	3
4. Parking Inventory	4
5. Off-Street Parking	8
6. On-Street Parking	14

April 1983

Introduction

The 1982 Halifax Downtown Parking Study was carried out in the late summer and fall of 1982. It was undertaken to reproduce a portion of the work on downtown parking done by the Traffic Management Board in 1976. The project was organized and supervised by Simpson McLeod and John Heseltine of the Planning Department. The survey was planned and carried out by Joel Baltzer of the Planning Department's Technical Section, with help from Bruce Henderson, Ann Kennedy, Sharon Schnare, and Linda Wilson, also of the Technical Section. Mr. Baltzer compiled the data collected and assisted Mr. Heseltine in the preparation of this report.

This report examines parking in downtown Halifax in 1982. It updates several of the findings of a 1976 study and provides detailed information on changes in the parking situation in the six year period. It will provide detailed information to staff and City Council in the continuing review of policy for the area.

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1. Background

The parking situation in downtown Halifax was previously surveyed and analysed some seven years ago under the auspices of the Traffic Management Board (TMB), a board comprised of senior members of City staff. Parking was one of a number of aspects of the City's transportation system that the TMB examined during its existence. The results of the TMB's parking analysis were presented in 1977.[1] This study included an inventory of downtown parking, surveys of parking utilization, analysis of parking regulations and rates, analysis of user characteristics, and predictions of future parking needs, as well as recommended policies.

The survey for the 1982 Downtown Parking Study was carried out between early August and late October. Surveying covered the study area shown on Map 1, which includes some additional blocks to the north and south not dealt with in 1976. Work involved an inventory of on-and off-street spaces and a sample survey of their utilization. While this allows a thorough analysis of parking supply and demand in downtown Halifax, it does not permit examination of user characteristics and some other factors considered in 1976. Additional surveys similar to work undertaken in the 1976 study would be necessary to accomplish this. The information in this report would be a necessary input into most of that work.

2. Conclusions

Conclusions about the supply and use of downtown parking are straightforward. There are a substantial number of parking spaces - more than 10,000 in all types within the study area. Also, the supply of spaces has risen considerably between 1976 and 1982. There appear, however, to be significant pressures on the supply of much-needed short-term spaces.

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1 Traffic Management Board, Halifax Central Business District Parking Study.

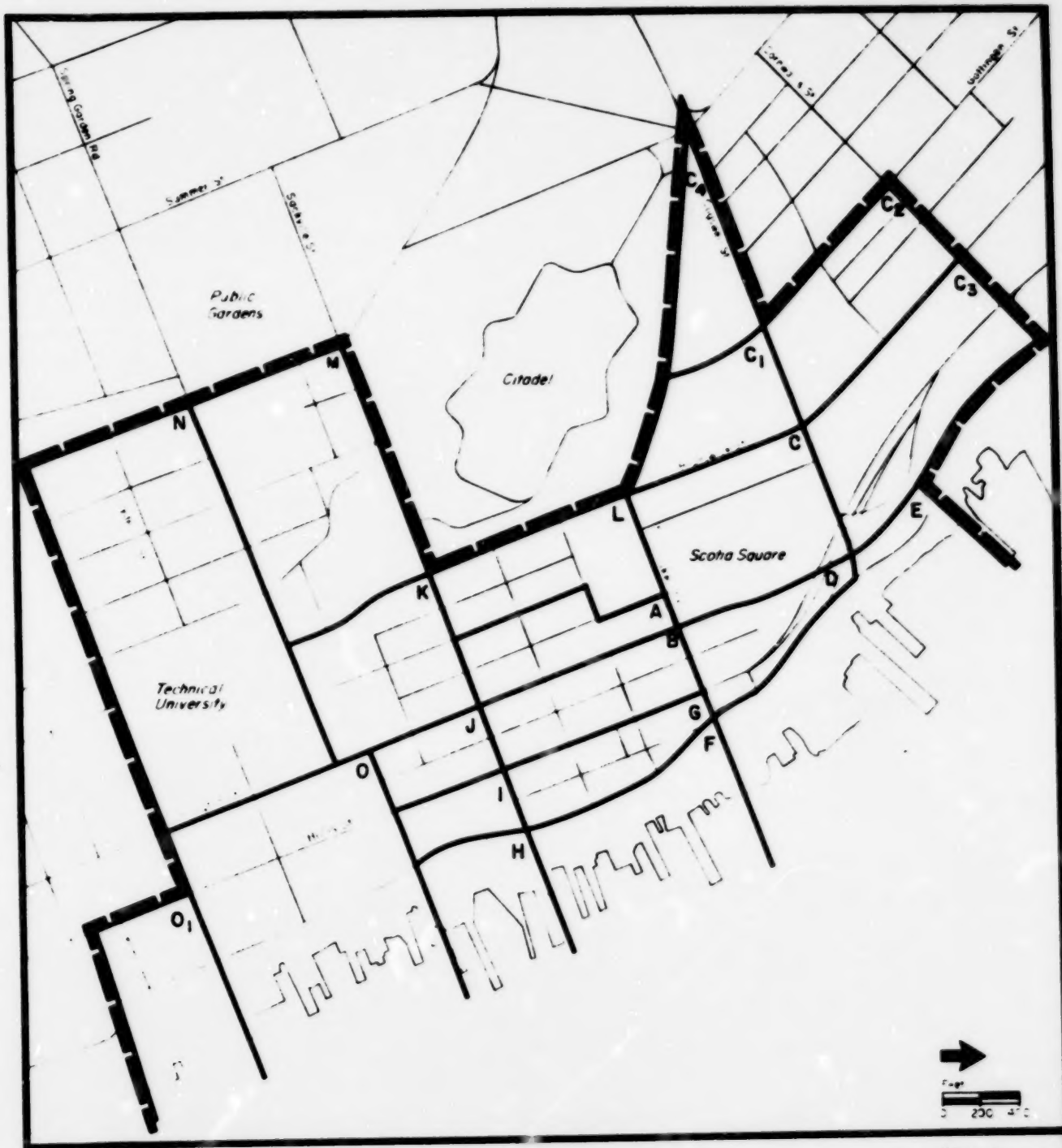
The survey of on- and off-street spaces in the area covered by the 1976 survey shows an increase of nearly 1,400 spaces between 1976 and 1982 to a present total of 8,800. With the additional areas included in this study there are now 10,272 spaces available for downtown parkers. A number of major sites presently used as open parking lots are, however, likely to be developed in the future. We estimate lots containing 1,400 spaces have high development potential and parking, therfore, should be considered an interim or temporary use that will eventually disappear. The loss of these lots would more or less return the parking supply to its 1976 level.

However, a number of recent proposals coming before Council (e.g., Sheraton Hotel, Purdy's Wharf, and Clarence Investments) have included parking provisions that will increase the amount of parking on their sites. This is probably the most efficient method of maintaining an adequate parking supply while allowing full development of the CBD.

Within the question of the overall parking supply is the problem of use of many short-term parking spaces by long-term parkers. Our surveys of metered parking found that 21 percent of users in surveyed street lengths were parked illegally. Duration surveys of off-street, multi-purpose lots similarly found 41 percent of parkers were long-term; i.e., parked for more than two hours. Although such use is not illegal, it has never been Council's intent to encourage long-term parking in the downtown area, and these spaces could be more productively used for short-term parkers.

There are several options for dealing with this problem, from encouragement of transit to special rate structures to discourage long-term use, to creation of new short-term lots. The simplest approach to stopping the abuse of meters has probably been adopted with the raising the meter fines and approval of fine "pyramiding". A brief re-survey during the coming summer of some street lengths included in this study would be a means of checking the effectiveness of this policy change. As for multi-purpose lots, most have substantial excess capacity throughout weekdays despite the incursion of long-term parkers and, therefore, could accommodate additional short-term parkers. Future development may eventually consume this excess but current pressures clearly do not require an immediate response.

The study we have conducted provides an overview of downtown parking. Further analysis will be required to reach more detailed conclusions. Replication of additional work done by TMB in its 1976 study could help in this regard, particularly with respect to analysis of future demand. The need for this work will depend on the concerns raised by this study.



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Map 1

Study Area and Super Blocks

Study Area

A Super Block

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3. Methodology

Despite the differences in the study areas, the work carried out in 1982 was designed to replicate the comparable portions of the 1976 TMB study. This allows us to establish what trends are apparent in downtown parking since 1976. Wherever possible in this report, data for 1976 are presented beside 1982 data to encourage comparison.

The 1982 parking study consisted of two parts: an inventory of existing parking and a sample survey of its utilization. The inventory involved identifying all off-street lots and on-street parking in the study area. The number and location of spaces, on- and off-street, was then mapped. From this inventory samples of off-street short-term and long-term parking lots, and on-street metered blocks were developed. These samples were surveyed to obtain information on their use.

Because of limited resources available for surveying, the samples for each category were clustered geographically so surveyors could cover the maximum number of spaces. Despite this, coverage was equivalent to 1976. With this type of sample, nevertheless, conclusions for the study area must be drawn with careful consideration of the bias inherent in this approach. This rule is observed in the following analysis.

The surveys of short-term off-street parking, long-term off-street parking, and on-street parking were essentially separate and obtained different information. For short-term parking lots and on-street parking a license plate survey was undertaken. All license plates were recorded in lot spaces each hour between 8:00 a.m. and 6:00 p.m. on license plate data sheets. The information gathered on these sheets indicated when each space was used, how long each car was parked, and how many cars occupied each space during the survey period. These data allowed the formulation of duration profiles and turnover rates, as well as accumulation rates, which measure utilization levels. For long-term lots, which are smaller and more numerous than short-term lots, only the number of cars were counted and accumulation rates were the only measure obtained.

4. Parking Inventory

The first stage of the parking study required counting all parking spaces in the study area. Map 2 shows the location of all off-street parking lots. Each lot has been numbered within its Superblock, so that lots in Superblock A, for example, are identified as A1, A2, A3, A4 and A5. The location of on-street metered spaces is shown on Map 3.

The number of spaces, lot type, and lot use for each parking lot in the study area is presented in the table in Appendix I of this report. There is no evidence of any characteristic pattern in the location of lots except that lots tend to be more numerous where they are smaller. All Superblocks have at least some off-street parking.

Metered parking is less evenly distributed, although there are metered spaces in reasonable proximity to most major downtown locations (Map 3). In general, on-street parking is provided where street width is adequate and it will not impede the safe circulation of traffic. Superblocks D, E, F, and H have no on-street spaces because these criteria cannot be met. There are also small numbers of unmetered spaces shown on Map 3; however, these were not included in our survey.

The number of spaces on- and off-street in 1976 and 1982 is shown by downtown Superblocks in Table 1. The most notable concentration of spaces (2,078) is in Superblock C, in which Scotia Square's multi-level lot (Lot C1) is located. Superblock D, which is adjacent to Superblock C and can take advantage of Scotia Square's parking, is the only one with a total of less than 100 spaces. Most of the northern Superblocks, with the exception of Superblock E, tend to have smaller numbers of spaces, probably also owing to this effect. Other major concentrations are in Superblocks M,N, and O in the south, with 740, 1,527 and 1,155 spaces respectively. These spaces are primarily in large surface lots that will eventually be developed.

The total number of parking spaces in the downtown has increased since 1976. Superblocks counted for both 1976 and 1982 have added substantial numbers of spaces during the period. In the past six years 1,383 spaces have been added in the Superblocks inventoried, less C^1, C^2, C^3, C^4 and O^1. This is an increase of 18.7 percent. It has been achieved by the addition of 72 metered spaces (an 11.1 percent increase) and 1,311 off-street spaces (a 19.5 percent increase) (See block in Table 1).

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Map 2

Off-Street Lots

co Lot Number

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Map 3

On-Street Spaces

- Location of metered spaces
- ---- Unmetered spaces
- 00 Number of spaces

Source: City of Halifax, Traffic Services Division, November, 1981.

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TABLE 1: ON-STREET METERED AND OFF-STREET SPACES BY SUPERBLOCKS

	On-Street Metered			Off-Street Spaces			Total		
Superblock	1976[1]	1982[2]	% Change	1976[1]	1982	% Change	1976	1982	% Change
A	69	59	-14.5	150	148	- 1.3	219	207	- 5.6
B	33	51	54.5	30	65	116.7	66	116	75.8
C	-	37	100.0	2000	2041	2.1	2000	2078	3.9
C^1	N/A	25	-	N/A	255	-	N/A	280	-
C^2	N/A	70	-	N/A	387	-	N/A	457	-
C^3	N/A	-	-	N/A	283	-	N/A	283	-
C^4	N/A	-	-	N/A	178	-	N/A	178	-
D	18	-	-100.0	40	53	32.5	58	53	- 8.6
E	12	-	-100.0	570	616	8.1	582	616	5.8
F	-	-	-	610	274	-55.1	610	274	-55.1
G	47	32	-31.9	80	107	33.7	127	139	9.4
H	-	-	-	310	565	82.3	310	565	82.3
I	2	2	-	210	229	9.1	212	231	9.0
J	18	19	5.5	320	366	14.4	338	385	13.9
K	78	83	6.4	120	283	135.8	198	366	84.8
L	38	57	50.0	260	254	- 2.3	298	311	4.5
M	111	126	13.5	540	614	13.7	651	740	13.7
N	161	199	23.6	910	1328	45.9	1071	1527	42.6
O	63	57	- 9.5	580	1098	89.3	643	1155	79.6
O^1	N/A	8	-	N/A	303	-	N/A	311	-
Total	650	825	26.9	6730	9447	40.4	7380	10272	39.2
Total Less C^1,C^2, C^3,C^4 O^1	650	722	11.1	6730	8041	19.5	7380	8763	18.7

1 Traffic Management Board, Halifax Central Business District Parking Study, April, 1977.

2 City of Halifax, Traffic Services Division.

The major shifts in the supply of spaces are fairly easy to identify. The 55.1 percent decrease in spaces in Superblock F can be attributed to the construction of the Maritime Museum of the Atlantic since 1976. This parking was replaced by extended parking areas adjacent to the Museum in Superblock H. Major additions have also been make in Superblock K where the former Citadel Motors property is temporarily available for parking; Superblock N where parking capacity in a number of lots has been increased; and Superblock O where the building of Maritime Centre has added a 134 space garage and the waterfront lots have been substantially extended. The additional Superblocks included in the present survey all have substantial parking areas and account of 1,509 spaces available for cars travelling to the downtown.

Table 2 shows the majority of off-street spaces (61.7 percent) are for long-term parking. Of the 38.3 percent of spaces that are available for short-term and multi-purpose parking, only 1,056 are strictly short-term. This is only 29.2 percent of those off-street spaces available for short-term parking and only 11.2 percent of all off-street spaces. Multi-purpose lots provide short-term spaces but also sell some of their surplus to long-term parkers (See Table 2).

The largest number of off-street spaces is in private long-term lots, which account for 57.7 percent of long-term spaces and 35.6 percent of all off-street spaces (Table 2). These are lots associated with businesses and institutions that are usually intended to provide parking for employees and clients. Sometimes these lots charge their users on a permit basis and sometimes they are free. For example, parking lot N7, which is the largest of these lots (385 spaces), provides daily parking for employees and students at the Technical University of Nova Scotia and the Halifax Infirmary.

The remaining long-term, off-street spaces are located in commercial lots or are used by government. Government and municipal lots are similar to private lots except that the associated use is in the public sector. Commercial lots rent out space on a daily, monthly, or annual basis to any user as a money-making operation. Commercial lots provide 32.2 percent of long-term spaces and 19.9 percent of all spaces, while government or municipal lots constitute 10.0 percent of long-term spaces and just 6.2 percent of all spaces.

On-street spaces, which are categorized in Table 3, help meet the requirement for short-term parking. Within the study area there are only a small number of unmetered spaces, as noted above, and these were not included in this survey. Only 26 on-street metered spaces or 3.1 percent of metered spaces are available for up to five hours and 6 of these spaces are specially reserved for handicapped drivers. Of the remainder, 22.2 percent

TABLE 2: 1982 OFF-SREET SPACE BY TYPE

Superblock	Short-Term	Multi-Purpose	Long Term			Total
			Private	Commercial	Government or Municipal	
A			134		14	148
B			26		39	65
C		1596	245	200		2041
C^1		130	63		62	255
C^2		93	252		42	387
C^3	44		82	157		283
C^4	27		51	100		178
D			53			53
E	294		112	210		616
F	25	90		72	87	274
G		48	10		49	107
H	140		85	340		565
I			43		186	229
J	298		68			366
K	19		264			283
L	105		123		26	254
M		290	284		40	614
N	79	184	1065			1328
O	25	134	194	735	10	1098
O^1			207	65	31	303
Total	1056	2565	3361	1879	586	9447
% Share	11.2	27.1	35.6	19.9	6.2	100.0

are two hour meters, and 67.2 percent are one hour meters, while 7.4 percent are for less than one hour. These 799 spaces are, however, a small proportion of the total downtown parking supply: 18.1 percent of the spaces we regard as available for short-term parking (i.e., meters under two hours, short-term lots, and multi-purpose lots) and just 7.8 percent of all spaces in our survey.

In comparison to 1976, nevertheless, the division between short- and long-term spaces appears to be improving. In 1976, 40.0 percent of spaces were available for short-term parking, while our 1982 survey of the blocks covered in 1976 (i.e., not including Superblocks C^1, C^2, C^3, and O^1) showed 46.0 percent of spaces are now used for short-term parking. For the whole study area in 1982, 43 percent of spaces are available for the short-term parker, and the remaining 57 percent are for long-term use. Actual use may, however, vary from these definitions.

5. Off-Street Parking

Of the 173 off-street parking lots inventoried in the downtown study area, 88 were selected for surveys of utilization. As noted in the "Methodology" section above, two different survey approaches were used. Seventy-seven long-term lots were selected for "accumulation surveys" and 12 short-term and multi-purpose lots were chosen for "duration surveys" (See Map 1 for locations). Because long-term lots are more numerous and tend to have a fairly fixed pattern of utilization, it was expedient not to undertake time-consuming duration surveys, which were necessary to determine the length of stay for vehicles in short-term lots.

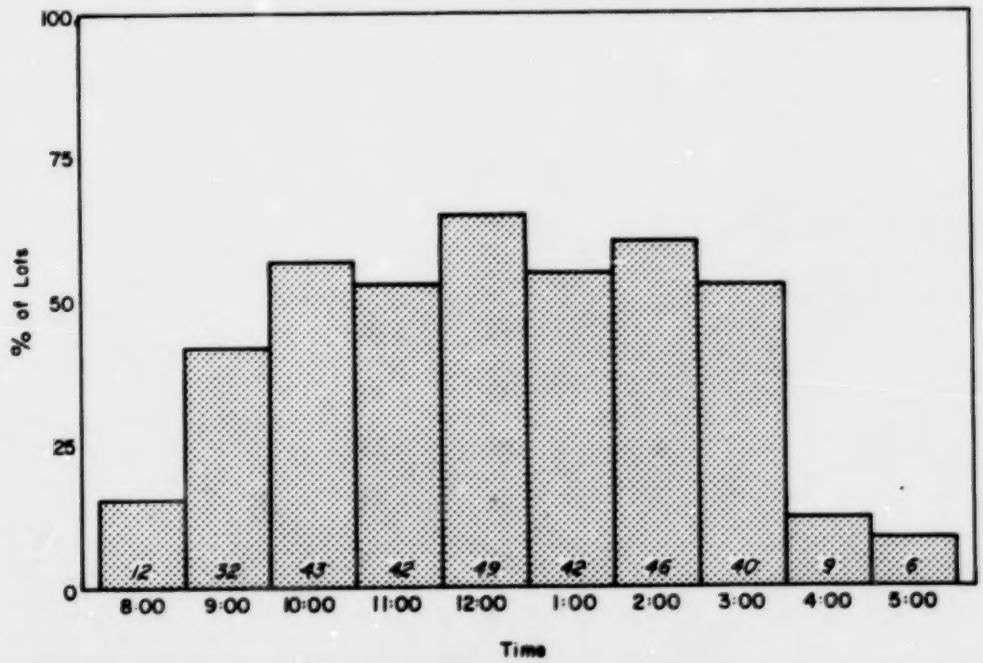
Accumulation surveys involved counting the number of vehicles in a parking lot once each hour between 8:00 a.m. and 6:00 p.m. These counts provided information on average and peak use as a percent of capacity. The results of 88 parking lots surveyed (i.e., including the 12 lots covered by duration surveys) are presented in Table 4. They generally show a high level of peak hour utilization with 24 lots being used to capacity or, in fact, exceeding capacity during the survey period. Those lots that exceed capacity are generally private lots where it is possible to park in excess areas for parts of the day.

TABLE 3: 1982 ON-STREET METERED SPACES BY TYPE

Superblock	12 min.	24 min.	1 hour	2 hour	5 hour	Long Term Handicap 5 hour	Total
A		5	54				59
B	2	12	35			2	51
C		2	18	17			37
C^1		13		12			25
C^2		3	61	6			70
C^3							
C^4							
D							
E							
F							
G	7	4	21				32
H							
I			2				2
J	2		17				19
K			64	18		1	83
L	1		35	18		3	57
M		4	98	24			126
N	2	5	90	82	20		199
O			51	6			57
O^1			8				8
Total	14	48	554	183	20	6	825
% Share	1.6	5.8	67.2	22.2	2.4	0.7	100.0

Many long-term lots have particularly high average utilization rates considerably below capacity, although their peak hour use may be very high. These are, again, usually private lots that experience crowding when meetings and similar events take place. For the most part, long-term lots have considerable vacancies at the beginning and end of each day. They are primarily used by downtown employees for day-long parking and tend to fill up to their peak during the morning and sustain a level close to peak until late afternoon. This pattern is clear on Figure 1, which shows the percentage of all long-term parking lots surveyed that are within ten percent of their peak utilization during each hour of the survey period. It shows the heavy use in the period from 10:00 a.m. to 3:00 p.m., tapering towards the beginning and ending of the working day.

Figure 1: Peak Utilization Hours* for Long-Term Parking Lots



* Utilization within 10 percent of peak or in excess of 100 percent

00 Number of lots (Total of 76 lots)

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Map 4

Average Utilization of Surveyed Lots

% Utilization	Long Term Lots	Short Term and Multi-Purpose Lots
0 - 49.9	●	○
50 - 59.9	▲	△
60 - 69.9	■	□
70 - 79.9	◆	◇
80+	★	☆

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TABLE 4: 1982 AVERAGE AND PEAK UTILIZATION RATES FROM ACCUMULATION SURVEYS

LOT #	TYPE*	AVERAGE % UTILIZATION	PEAK % UTILIZATION
C1	MP	53.0	62.6
C1 1	MP	82.2	103.8
C1 3	LT	68.0	90.0
C1 4	LT	48.7	66.7
C1 5	LT	72.1	100.0
C1 6	LT	43.4	64.5
C2 1	LT	45.0	70.0
C2 3	LT	49.2	75.0
C2 4	LT	50.5	66.7
C2 5	LT	67.5	100.0
C2 6	LT	56.0	80.0
C2 7	LT	61.9	79.0
C2 10	MP	40.4	49.5
C2 11	LT	47.1	64.3
C2 12	LT	85.7	100.0
C3 1	LT	73.7	84.6
C3 2	ST	50.3	63.6
C3 3	LT	59.3	72.8
C3 4	LT	76.3	100.0
C3 5	LT	59.3	80.0
C3 6	LT	75.7	100.0
C3 7	LT	81.8	100.0
C4 1	ST	90.4	118.5
C4 2	LT	68.5	87.5
C4 3	LT	64.7	84.0
C4 4	LT	35.4	54.5
E1	LT	59.2	71.4
E2	LT	84.7	98.9
E3	ST	56.7	88.1
E4	LT	77.5	100.5
F1	MP	43.3	62.2
F3	ST	70.4	96.0
F4	LT	54.1	65.3
F5	LT	62.5	75.0
G3	LT	63.9	83.3
H1	ST	24.4	41.4
H2	LT	65.9	80.3
H3	LT	56.1	71.8
I2	LT	77.4	97.3
I3	LT	64.0	82.4
J1	ST	63.9	84.6
K3	LT	55.5	77.8
K6	LT	57.0	111.6
K7	LT	39.1	57.1
K13	LT	86.0	100.0
K14	LT	59.5	77.3
L1	ST	81.7	100.0
L2	LT	62.9	94.1
L7	LT	60.0	73.3
L8	ST	76.9	106.2
L9	LT	80.3	103.3
L10	LT	63.1	107.7
L11	LT	50.8	76.9
L12	LT	65.0	85.0
L13	LT	68.6	85.7
M5	LT	74.0	80.0
M8	LT	59.2	75.0
M9	LT	67.5	83.3
M10	LT	93.3	105.1
M16	MP	51.0	69.1
M17	LT	83.3	101.6
M20	LT	79.2	100.0
M21	MP	59.9	72.6
N6	LT	60.0	69.2
N7	LT	72.6	88.0
N9	LT	66.7	83.3
N10	LT	56.0	70.0
N11	LT	47.5	62.5
N12	ST	72.9	98.7
N14,N17	MP	64.3	97.7
N15	LT	55.2	71.4
N19	LT	77.5	100.0
N20	LT	60.0	75.0
N21	LT	48.7	100.0
N22	LT	69.2	76.9
N23	LT	78.3	100.0
N25	LT	50.0	63.6
N26	LT	85.0	100.0
N27	ST	48.7	75.0
01	LT	54.1	63.1
02	LT	71.1	79.4
03	LT	53.8	64.2
06	LT	58.7	175.0
07	LT	93.8	142.3
08	LT	38.6	54.5
09	LT	42.5	66.7
010	LT	72.1	86.5

* ST - Short-Term Lot MP - Multi-Purpose Lot LT - Long-Term Lot

Underlined lots are also covered by duration surveys.

N.B. See Map 1 for locations.

TABLE 5: 1982 SURVEYED SHORT TERM AND MULTI-PURPOSE LOTS

Lot #	Lot Name	Type*	Capacity	Average Utilization	Peak Utilization	Peak Hours (s)	Turnover Rate	Average Duration
C1	Scotia Square	MP	1596	53.0	62.6	12:00 - 2:00	1.4	3h38m
C2 10	Gottingen St. Shoppers (Maitland)	MP	93	40.4	49.5	1:00 - 4:00	0.9	4h28m
C3 2	Trade Mart Parking	ST	44	50.3	63.6	11:00 - 12:00	1.0	4h48m
E3	Historic Properties	ST	294	56.7	88.1	1:00 - 3:00	2.7	2h07m
F1	Court House Lot (Lower Level)	MP	90	43.3	62.2	2:00 - 4:00	1.8	2h22m
J1	Tex Park Garage	ST	292	63.9	84.6	1:00 - 3:00	1.8	3h34m
L1	Downtown Shoppers (Grafton)	ST	89	81.7	100.0	11:00 - 4:00	2.0	4h06m
M16	Dominion Store Lot (Spring Garden Rd.)	MP	155	51.0	69.1	11:00 - 3:00	2.4	2h09m
M21	Lord Nelson Parking	MP	135	59.9	72.6	9:00 - 12:00	1.9	3h08m
N12	Spring Gdn. Shoppers # 1 (Birmingham St.)	ST	79	72.9	98.7	1:00 - 3:00	3.9	1h53m
N14 & N17	Spring Gdn. Shoppers # 2 (Dresden Row)	MP	176	64.3	97.7	2:00 - 3:00	2.0	3h16m

* ST - Short-Term Lot MP - Multi-Purpose Lot

There is no apparent pattern for Superblocks or lot types shown on Map 4. Most Superblocks appear to include a range of utilization levels. Of 15 Superblocks surveyed, 10 have lots with average utilization rates in excess of 80 percent. However, only two Superblocks have two such lots and seven of the Superblocks with lots showing high utilization levels have lots averaging less than 50 percent. Similarly, there are both long-term and short-term lots in the highest and lowest levels of utilization categories on Map 5.

The most notable characteristic in the 1982 survey is the tendency for one or two parking lots to dominate each Superblock. A check of these high utilization lots against the inventory in Appendix 1, indicates that most of them are larger, open commercial lots. Low utilization lots tend to be small, private lots and show some tendency to be located on the periphery of the study area. The three enclosed lots surveyed - Scotia Square (C1), the Court House (F1), and the Tex Park Garage (J1) - also tend to have relatively low levels of utilization, despite excellent locations.

Duration surveys provide more detailed information on the lots they cover. The lots selected for these surveys are larger commercial operations. The results undertaken are summarized in Table 5 and in more detailed on graphs and tables in Appendix 2.

The lots surveyed in 1976 included Scotia Square (C1). Trade Mart (C^32), the lower level of the Court House Parking Lot (F1), Tex Park Garage (J1), Downtown Shoppers Lot (L1), the Dominion Store Lot (M16), Spring Garden Road Shoppers Lot 1 (N12), and Spring Garden Road Shoppers Lot 2 (N14 and N17). All these lots were again surveyed in 1982 with the addition of the Gottingen Street Shoppers Lot (C^210), Historic Properties (E3), and the Lord Nelson Parking Lot (M21). Only the Downtown Shoppers Lot on Grafton Street reached the highest category of utilization in 1982 with an average of 81.7 percent, while the Gottingen Street Lot and the Court House average less than 50 percent.

Although the lots surveyed are considered short-term or multi-purpose, three - Gottingen Street Shoppers, Trade Mart, and Downtown Shoppers - are used predominantly by long-term parkers. The trend for all lots seems to be in this direction. Average turnover, or the number of cars parked in each space during the survey day, fell for five of nine lots surveyed in 1976 and 1982, and stayed the same in one case. The length of stay for each vehicle, or average duration, increased for all but one lot, in

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Map 5

1982 Surveyed On-Street Spaces

Location of spaces

oo **Number of spaces** (may differ from figures on Map 3 as Traffic Services figures are for 1981)

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TABLE 6: 1982 SURVEYED ON-STREET METERED PARKING BY STREET LENGTH

Street Length	Capacity	% Accumulation Average	% Accumulation Peak	Illegal Usage % Average	Illegal Usage % Peak	Proportion of Illegal Parkers	Turnover	Average Duration	Average Duration 2 Hours	Est. Aver. Revenue/ Space
Dresden Row (Sackville-Morris)	39	80.6	100.0	8.6	25.6	10.6	7.7	1h02m	0h43m	$1.80
Birmingham St. (Artillery-Morris)	34	84.3	97.1	11.9	26.5	14.1	7.1	1h10m	0h47m	$1.81
Queen Street (Sackville-Morris)	69	84.7	100.0	14.3	26.1	16.8	6.9	1h13m	0h52m	$1.76
Morris Street (Queen-Brenton)	16	53.1	68.7	14.1	37.5	26.5	4.5	1h10m	0h52m	$0.98
Market Street (George-Blowers)	35	81.8	100.0	15.7	40.0	19.1	5.0	1h38m	1h00m	$1.94
Grafton Street (George-Sp.Garden)	50	84.0	98.0	20.8	60.0	24.8	7.6	1h06m	0h52m	$1.58
Argyle Street (Duke-Blowers)	54	94.9	100.0	48.2	73.2	50.7	5.8	1h38m	0h51m	$1.17
Granville Street (Duke-Salter)	26	86.5	100.0	25.4	46.1	29.3	6.3	1h22m	0h48m	$1.53
Hollis Street (Prince-Salter)	18	85.5	100.0	24.2	50.0	28.2	9.4	0h54m	0h42m	$1.53
Bedford Row (George-Sackville)	17	78.5	100.0	17.9	47.0	22.8	9.6	0h49m	0h43m	$1.51
Prince Street (Water-Grafton)	21	86.7	100.0	17.6	47.6	20.3	7.5	1h09m	0h50m	$1.73
Blower Street (Barrington-Market)	12	82.9	100.0	24.6	41.7	29.6	6.9	1h11m	0h56m	$1.46

some cases dramatically.* This may be the result of pressures for long-term parking or the attraction it may hold for operators because of greater profitability, but it indicates potential future problems with the short-term parking supply.

6. On-Street Parking

The final stage of the 1982 Downtown Parking Study was a survey of selected metered street lengths. The street lengths surveyed and the number of spaces in each are shown on Map 5. These include eight street lengths covered in 1976 and three additional street lengths chosen for 1982. Duration surveys were undertaken for each of these street lengths to obtain accumulation, turnover, and duration data, plus data of illegal use and estimated revenue.

The data, which are summarized in Table 6 and detailed in graphs and tables in Appendix 3, are very consistent. They show high levels of utilization in nearly all areas and peaks usually reaching capacity. Turnovers in comparison to off-street lots are high, but durations normally exceed one hour despite the threat of ticketing. Even when long-term parkers who stay for more than two hours and monopolize many spaces are excluded from consideration, durations are generally near to one hour (See column "Average Duration 2 Hours" in Table 6). Indeed, illegal usage is prevalent, with the average shown on Table 6 normally exceeding ten percent and peak illegal use reaching very high proportions in some cases.

In the comparison to 1976 presented in Appendix 3, trends are similar to those apparent for off-street lots. Of the eight street lengths surveyed in both 1976 and 1982, only one showed an increased turnover rate. All showed longer duration rates for cars parked less than two hours in 1982 than in 1976.**

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* For the 1982 survey 30 minute counts were done as opposed to 15 minute counts in 1976. This was done to save manpower, although it may create a slight upward bias in turnover and duration rates. In our opinion, this bias is not significant.

** As with off-street duration surveys, 30 minute counts were taken in 1982 rather than the 15 minute counts used in 1976. Again, this may create an upward bias in 1982 turnover and duration rates, but, in our opinion, this is not significant.

The evidence indicates a large number of meter parkers are long-term. At present a vehicle parked for an entire day in a metered space can only be assessed one ticket, which costs $4.00 if paid within one week or $5.00 after a week. This is cheaper than the daily rate at most off-street lots. Recent changes to raise the ticket price from $5.00 if paid within a week or $8.00 thereafter and to allow "pyramiding" (i.e., issuing of a ticket every hour a violator occupies a space) is the most appropriate way to deal with this problem. Metered parking can be preserved for short-term parkers only by making long-term parking at meters more expensive than off-street alternatives.

Appendices

APPENDIX 1: PARKING INVENTORY

KEY

USE: P - private
C - commercial
M - municipal
G - government

TYPE: ST - short-term
LT - long-term
MP - multi-purpose

FACILITY: UP - unpaved
P - paved
EN - enclosed

PARKING INVENTORY

LOT #	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATE	CAPACITY
A1	Grande Parade	M	LT	P	Mun. Government	-	14
A2	Private Lot (St. Pauls (Hall Facade)	P	LT	UP	-	-	36
A3	Private Lot (Argyle St.)	P	LT	UP	-	-	11
A4	Private Lot (Prince St.)	P	LT	P	Residential	-	6
A5	Halifax Herald Building	P	LT	EN	Office, Industrial	-	81
							148

PARKING INVENTORY

LOT #	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATE	CAPACITY
H1	Plant Pier Parking (HWDA)	C	ST	UP	-	.65/hour 6.00/max.	140
H2	HWDA Lot (Monthly)	C	LT	UP	-	$50.00 month	340
H3	Foundation & Eastern Towing	P	LT	UP	Off./Indust.	-	85
							565
I1	Bank of Canada Bldg.	P	LT	EN	Office	-	43
I2	Province of N.S. Lot (corner Sackville/ Lower Water Street)	G	LT	UP	-	-	112
I3	Ralston Building Parking	G	LT	P	Office	$15.00 month	74
							229

PARKING INVENTORY

LOT #	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATE	CAPACITY
C1	Scotia Square	C	MP	EN	-	.75/hr. 8am -6:30 pm $6.00 max. - Mon-Sat. .75/hr. 6:30pm - 8am $2.00 max. - Mon-Sat. $2.00 - Sundays/holidays $70.00 per month	1596
C2	Plaza 1881 Brunswick	P	LT	EN	Residential	-	135
C3	Scotia Towers (1991 Brunswick)	P,C	LT	EN	Residential also monthly permits	$50.00	200
C4	McKeen Towers (2001 Brunswick)	P	LT	EN	Residential	-	110
							2041

PARKING INVENTORY

LOT #	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATE	CAPACITY
K1	Papa Gino's Lot	P	ST	P	Comm/Restaurant	-	19
K2	Private Lot	P	LT	UP	-	-	10
K3	Fishers Lot (Blowers)	P	LT	P	-	-	18
K4	Holy Heart Theology Inst.	P	LT	UP	Institutional	-	16
K5	St. Mary's Bascillica	P	LT	P	Institutional	-	13
K6	Can. Bible Society & St. Mary's Basicillica	P	LT	P	Institutional	-	43
K7	Catholic Pastoral Centre	P	LT	P	Institutional	-	35
K8	Private Lot (Blowers)	P	LT	P	Commercial	-	6
K9	Private Lot (Grafton)	P	LT	P	-	-	8
K10	Private Lot (Grafton)	P	LT	P	-	-	6
K11	Halifax City Library	P	LT	P	Institutional	-	10
K12	Presbyterian Church of St. David	P	LT	P	Institutional	-	7
K13	ACPC Parking	P	LT	P	Office	-	20
K14	Private Lot (Market St)	P	LT	UP	-	-	22
K15	Deap Myers GM Dealership	P	LT	P	Commercial	-	50

PARKING INVENTORY

LOT #	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATE	CAPACITY
$C^2 1$	Trinity Anglican Church	P	LT	P	Institutional (church)	-	10
$C^2 2$	5443 Cogswell St.	P	LT	P	Office	-	3
$C^2 3$	Steel & Engine Products	P	LT	P	Industrial	-	12
$C^2 4$	Gottingen Irving Stn.	P	LT	P	Service	-	18
$C^2 5$	Firestone Auto. Centre	P	LT	P	Service	-	8
$C^2 6$	Wendys Reliable Cleaners	P	LT	P	Service	-	5
$C^2 7$	Various Private Lots	P	LT	P,UP	-	-	100
$C^2 8$	Tenant Parking	P	LT	P	Residential	-	12
$C^2 9$	Various Private Lots	P	LT	P	-	-	24
$C^2 10$	Gottingen St. Area Customer Lot	C	MP	P	-	.50 / hour $30.00 / month	93
$C^2 11$	Alexandra Center	M	LT	P	Institutional	-	42
$C^2 12$	Various Private Lots	P	LT	UP	-	-	60
							387

PARKING INVENTORY

LOT #	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATE	CAPACITY
M1	DND Halifax Garrison	G	LT	P	Military	-	40
M2	Private Lot (Doyle St)	P	LT	P	Office	-	3
M3	Central Trust (Doyle)	P	LT	P	Office	-	12
M4	Private Lot (Spring Garden/Queen St)	P	LT	P	Residential	-	15
M5	Mathers House Lot (Birmingham)	P	LT	P	Office	-	10
M6	Private Lot (Queen St)	P	LT	UP	Residential	-	7
M7	Telepage Lot (Queen St)	P	LT	UP	Office	-	6
M8	Les Dieux Amis (Birmingham)	P	LT	UP	Serv. Restaurant	-	12
M9	Dresden Arms Extra Lot	P	LT	UP	Comm-Hotel	-	12
M10	Dresden Arms Lot	P	LT	UP	Comm-Hotel	-	39
M11	Northern Life Parking (Artillery Place)	P	LT	UP	Office	-	3
M12	Private Lot (Queen St)	P	LT	UP	Commercial	-	4
M13	Private Lot (Queen St)	P	LT	P	Residential	-	6
M14	Private Lot (Dresden Row)	P	LT	UP	Office	-	7
M15	Post Office Bldg. (Dresden Row)	P	LT	EN	Office	-	14
M16	Dominion Store Lot	C	MP	P	Commercial	1.00 hour 2.00 evening 5.00 overnight 45.00 month	155

PARKING INVENTORY

LOT #	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATE	CAPACITY
C^41	Centennial Pool Lot	M	ST	P	Recreation	-	27
C^42	Red Cross Parking	P	LT	P	Office	-	40
C^43	City of Halifax, Lot J	M,C	LT	UP	-	$30.00/month	100
C^44	N.S. Command	P	LT	P	Office	-	11
							178

PARKING INVENTORY

LOT #	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATE	CAPACITY
N17	Spring Gdn Rd. Shoppers Lot # 2	C	MP	P Commercial		.50/hour 8:30-6pm 1st 2 hrs. Mon-Sat. .60/hour any hour thereafter	44
N18	Private Lot (Brenton)	P	LT	UP	Office	-	7
N19	Private Lot (Brenton)	P	LT	P	-	-	8
N20	Private Lot (Brenton)	P	LT	P	Residential	-	12
N21	Cooley Jewelery Lot	P	LT	P	Commercial	-	8
N22	Private Lot (Brenton)	P	LT	UP	-	-	13
N23	Pickwick Apts.	P	LT	P	Residential	-	6
N24	Private Lot (Clyde St)	P	LT	UP	Residential	-	8
N25	Private Lot (South Park Street)	P	LT	UP	-	-	22
N26	Private Lot (South Park Street)	P	LT	UP	Office	-	12
N27	Clark's Cleaners	P	MP	UP	Commercial	-	8
N28	Park Victoria Apt. Bldg.	P	LT	EN,P	Residential	-	385
							1328

PARKING INVENTORY

LOT #	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATE	CAPACITY
F1	Court House (ground floor)	C	MP	EN	Institutional	.65/hour 1st 2 hours 1.00/hour any hour thereafter	90
F2	Court House (2nd Floor)	P,C	LT	EN	Institutional	$50.00/month	72
F3	Fisherman's Market Customers Lot	P	ST	UP	Commercial	-	25
F4	Dept. Fisheries & Oceans and Public Works	G	LT	P	Government	-	75
F5	WDCL Office & Shop	G	LT	UP	Office/Ind.	-	12
							274
G1	Small Private Lot	P	LT	UP	-	-	2
G2	Bank of Montreal	P	MP	EN	Office/Comm.	-	48
G3	Dominion Pub. Bldg (old post office)	G	LT	P	Office	-	18
G4	Bedford Row Parking	G	LT	UP	-	-	31
G5	Hollis Bldg. Parking (Fedelity Trust Bldg)	P	LT	UP	Office	-	8
							107

PARKING INVENTORY

LOT #	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATE	CAPACITY
N1	TUNS Gymnasium	P	LT	P	Institutional	-	11
N2	TUNS Men's Residence	P	LT	P	Residential	-	7
N3	Private Lot (Morris)	P	LT	P	Residential	-	14
N4	TUNS (Morris St. Lot)	P	LT	UP	Institutional	-	29
N5	TUNS (Morris St. Lot)	P	LT	UP	Institutional	-	16
N6	Morroy Apartments	P	LT	P	Residential	-	13
N7	TUNS & Halifax Infirmary	P	LT	P	Institutional	-	385
N8	Halifax Infirmary (Morris St.)	P	LT	P	Institutional	-	10
N9	Halifax Infirmary (Queen St.)	P	LT	P	Institutional	-	30
N10	Mills Bros. Lot (Queen)	P	LT	P	Commercial	-	20
N11	Mills Bros. (Birmingham)	P	LT	UP	Commercial	-	8
N12	Spring Garden Rd. (Shoppers Lot #1)	C	ST	P	Commercial	.50/hour 1st. 2 hours 8-6 pm .60/hour Mon.-Friday any hour thereafter	79
N13	Mercator Enter. Ltd.	P	LT	P	Office	-	8
N14	Spring Garden Rd. Shoppers # 2	C	MP	P	Commercial	.50/hour 8:30-6 pm 1st 2 hours Monday-Sat. .60/hour any hour thereafter	132
N15	Private Lot (Brimingham)	P	LT	P	Commercial	-	21
N16	Campbell's Esso Station	P	Lt	P	Service	-	12

PARKING INVENTORY

LOT #	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATE	CAPACITY
J1	Tex Park	C	ST	EN	-	.75/hour Mon-Sat. max. $6.00 7am-6pm $1.50 max. 6pm-7am	292
J2	Gabriels Private Parking	P	LT	UP	Commercial	-	6
J3	Private Lot (Granville St.)	P	LT	UP	-	-	20
J4	Reid Sweet Parking	P	ST	P	Commercial	-	6
J5	Private Lot (Granville)	P	LT	UP	-	-	20
J6	Private Lot (Salter St.)	P	LT	P	Residential	-	12
J7	Private Lot (Hollis St.)	P	LT	UP	-	-	10
							366

PARKING INVENTORY

LOT #	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATE	CAPACITY
010	N.S. Power Corp. Parking	P	LT	P	Office/Ind.	-	135
012	NHB Admin. Bldg.	G	LT	P	Office	-	31
013	5151 Terminal Rd. Office Tower	P	LT	EN	Office	-	60
014	Pascal Real Estate Econo Rent-A-Car	P,C	LT	UP	-	3.00/day 15.00/week 40.00/month	65
015	Private Lot (Hollis)	P	LT	UP	-	-	7
016	Private Lot (Terminal)	P	LT	UP	Residential	-	5
							303

PARKING INVENTORY

LOT #	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATE	CAPACITY
L1	Downtown Shoppers (Grafton St. Lot)	C	ST	P	-	.50/hour 1st 2 hours 8am-6pm .60/hour Mon-Friday every hour thereafter	89
L2	Halifax Herald Lot (Grafton)	P	LT	UP	Office/Ind.	-	17
L3	Battery & Electric (Grafton St.)	P	LT	P	Serv./Comm.	-	5
L4	Private Lot (Market St)	P	LT	UP	-	-	7
L5	Battery & Electric (Market St.)	P	LT	P	Service	-	9
L6	McCurdy Print (Market)	P	LT	UP	Industrial	-	6
L7	Halifax Herald (Market)	P	LT	UP	Office/Ind.	-	15
L8	Midtown Parking (Market)	P	ST	UP	Service(Tavern)	-	16
L9	Private Lot (Market St)	P	LT	UP	-	-	30
L10	Halifax School Board (Sackville St)	G	LT	P	Office	-	13
L11	Halifax School Board (Brunswick St)	G	LT	P	Office	-	13
L12	Private lot, Dean Myers (Brunswick St)	P	LT	UP	-	-	20
L13	Private Lot (Brunswick & Prince)	P	LT	UP	Office	-	14
							254

PARKING INVENTORY

LOT #	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATE	CAPACITY
B1	Bank of Commerce Bldg.	P	LT	EN	Office	-	4
B2	Royal Bank Building	P	LT	EN	Office	-	10
B3	N.S. Province House	G	LT	P	Prov. Government	-	39
B4	Centennial Building	P	LT	EN	Office	-	12
							65

PARKING INVENTORY

LOT #	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATE	CAPACITY
M17	Private Lots (Dresden Sackville)	P	LT	UP	-	-	63
M18	CBC Building	P	LT	EN	Office	-	43
M19	Private Lot	P	LT	UP	Comm/Res.	-	4
M20	YMCA Parking	P	LT	P	Rec./Office	-	24
M21	Lord Nelson Parking	C	MP	P	Commercial	1.00/hour 1st 2 hours .75/hour any hour thereafter 1.50 after 5 p.m. 5.00 overnight 50.00 month	135
							614

PARKING INVENTORY

LOT #	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATE	CAPACITY
C1 1	Citadel Inn Lot	C	MP	P	Commercial (hotel)	.60 hour max. $5.50 day .50 hour max. $2.00 night	130
C1 2	1888 Brunswick Garage	P	LT	EN	Office	-	10
C1 3	Private Lot (Brunswick St)	P	LT	UP	Office	-	10
C1 4	Private Lot (Rainnie Dr.)	P	LT	UP	Office	-	15
C1 5	Private Lot (Rainnie Dr.)	P	LT	P	Office	-	28
C1 6	Halifax Police Dept.	M	LT	P	Instituional	-	62
							255

PARKING INVENTORY

LOT #	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATE	CAPACITY
01	Water front lot (South of Salter St.) Lot A	P,C	LT	Up	-	-	65
02	Clarence Investments (opposite Keith's)	P,C	LT	UP	-	$50.00-Month	175
03	National Sea Products	P,C	LT	UP	-	3.00-day 35.00-month	335
04	Cunard Oil Co.	P	LT	UP	office/ind.	-	40
05	Keith's Brewery	P,C	LT	P	Office	50.00-month	48
06	Halifax Longshoremens Association	P	LT	UP	Office	-	8
07	Clarence Investments Lot D	P,C	LT	UP	-	50.00-month	26
08	Clarence Investments Lot C	P,C	LT	UP	-	50.00-month	22
09	Clarence Investments Lot B	P,C	LT	UP	-	50.00-month	12
010	City of Halifax Lot A	M,C	LT	UP	-	30.00-month	52
011	N.S. Liquor Commission	P	ST	P	Commercial	-	25
012	Private Lot (Hollis St)	P	LT	P	Residential	-	18
013	Private Lot (Hollis St)	P	LT	P	Office/Res.	-	20
014	Maritime Centre Parkade	C	MP	En	Office/Retail	.40/hour 1st 3 hrs. 1.20 hr. any hour after	134

PARKING INVENTORY

LOT #	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATE	CAPACITY
C31	Trade Mart (Monthly)	P,C	LT	P	Office	$45.00/month	65
C32	Trade Mart (Daily)	C	ST	P	-	.60/hour 8am-6:30 pm. $5.00/max. Mon-Friday	44
C33	Trade Mart (Montly)	P,C	LT	UP	-	$35.00/month	70
C34	Brunswick United Church	P	LT	UP	-	-	27
C35	Byways Rent-A-Car	P	LT	P	-	-	15
C36	Barrington Irving & City of Halifax Elect. Maintenance	P	LT	P	Service	-	40
C37	City of Halifax Area W	M,C	LT	UP	-	$30.00/month	22
							283

PARKING INVENTORY

LOT #	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATE	CAPACITY
015	Can. Corps of Commissioners	G	LT	P	Office	-	10
016	Small Private Lots (Bishop/Barrington)	P	LT	UP	Office/Res.	-	30
017	Private Lot (Barrington)	P	LT	P	Residential	-	18
018	Salvation Army Lot	P	LT	P	Instit./Office	-	20
019	Small Private Lots (Barrington-Morris)	P	LT	UP	-	-	30
020	Private Lot	P	LT	P	Residential	-	5
021	Private Lot	P	LT	UP	Residetial	-	5
							1098

PARKING INVENTORY

LOT #	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATE	CAPACITY
D1	Barrington Place Lot	P	LT	P	Commercial (hotel)	-	53
							53
E1	City of Halifax Area P	M,C	LT	UP	-	$30.00/month	210
E2	Purdy Bros. Lot	P	LT	UP	Ind./Recreation	-	92
E3	Historic Properties	C	ST	P	Commercial	.60/hr max. 6.50 max. 2.00 night	294
E4	Historic Properties Employees	P	LT	P	Commercial	-	20
							616

APPENDIX 2: OFF-STREET PARKING-DURATION PROFILES FOR SELECTED SHORT-TERM AND MULTI-PURPOSE LOTS

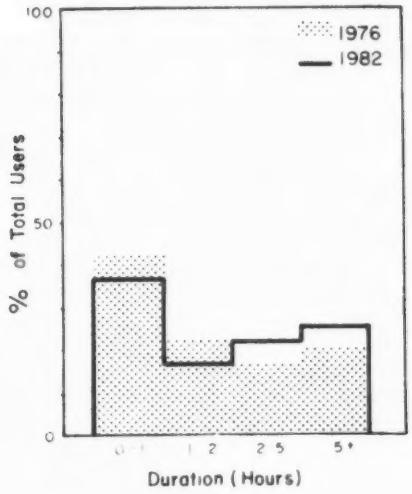
Appendix 2-1: Duration Profile, Off-Street Lots

Lot No.: C1

Name: Scotia Square

Survey Date: 9/9/82 and 15/9/82

Capacity: 1982 - 1596
1976 - 1800



1982 Duration Profile		
Hours	No.	%
0 - 1	861	37.1
1 - 2	383	16.5
2 - 5	490	21.1
5+	586	25.3

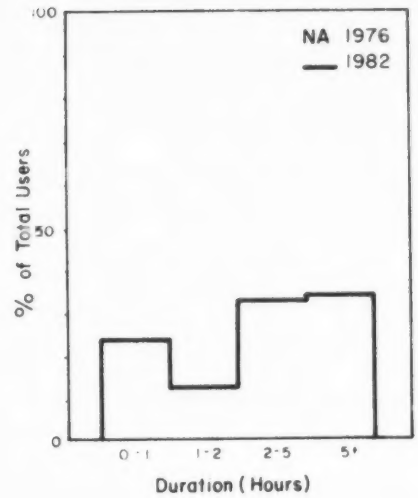
1976-1982 Comparison		
	1976	1982
Avg. Turnover	1.3	1.4
Avg. Duration	1hr 56min	3hr 38min
Peak Use (%)	40.0	62.6
Peak Hour(s)	9:30-10:30 12:00-1:30	12:00-2:00

Lot No.: C_2 10

Name: Gottingen Street Shoppers (Maitland Street)

Survey Date: 1/9/82

Capacity: 1982 - 93
1976 - NA



1982 Duration Profile		
Hours	No.	%
0 - 1	19	22.6
1 - 2	10	11.9
2 - 5	27	32.1
5+	28	33.3

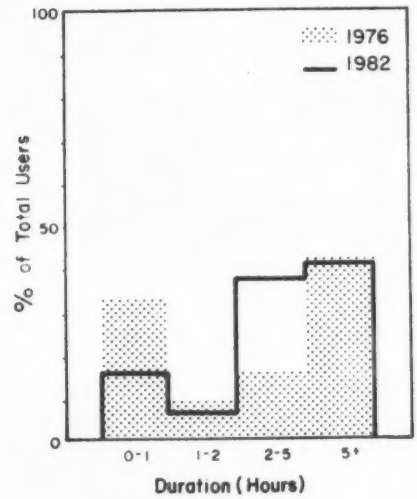
1976-1982 Comparison		
	1976	1982
Avg. Turnover	NA	0.9
Avg. Duration	NA	4hr 28min
Peak Use (%)	NA	49.5
Peak Hour(s)	NA	1:00-3:00

Lot No.: C_3 2

Name: Trade Mart (Short-term)

Survey Date: 1/9/82

Capacity: 1982 - 44
1976 - 63



1982 Duration Profile		
Hours	No.	%
0 - 1	7	15.2
1 - 2	3	6.5
2 - 5	17	37.0
5+	1	41.3

1976-1982 Comparison		
	1976	1982
Avg. Turnover	1.7	1.0
Avg. Duration	1hr 31min	4hr 48min
Peak Use (%)	87.3	63.6
Peak Hour(s)	9:00-11:00	11:00-12:00 3:00-4:00

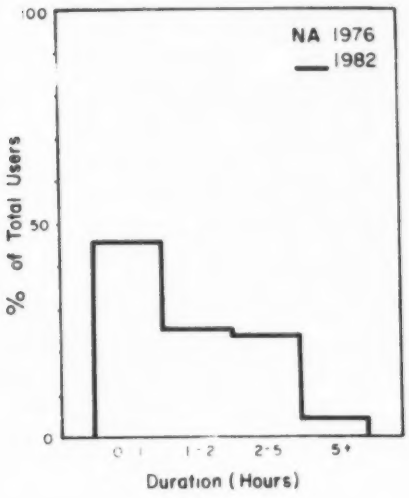
Appendix 2·2: Duration Profile, Off-Street Lots

Lot No.: E3

Name: Historic Properties

Survey Date: 26/8/82

Capacity: 1982 - 294
1976 - 200



1982 Duration Profile		
Hours	No.	%
0 - 1	359	45.8
1 - 2	198	25.3
2 - 5	191	24.4
5+	35	4.5

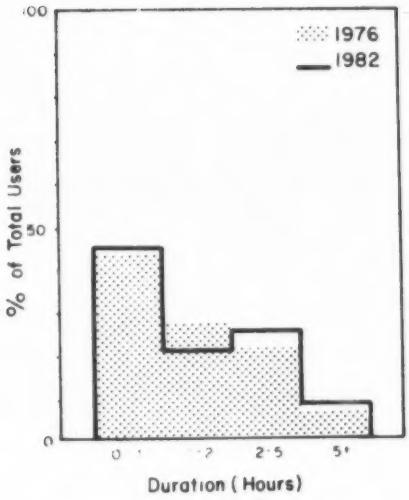
1976-1982 Comparison		
	1976	1982
Avg. Turnover	NA	2.7
Avg. Duration	NA	2hr. 7min.
Peak Use (%)	75.0	88.1
Peak Hour(s)	12·00-1·00	2·00-3·00

Lot No.: F1

Name: Court House, Lower Level (Short-term)

Survey Date: 24/8/82

Capacity: 1982 - 90
1976 - 93



1982 Duration Profile		
Hours	No.	%
0 - 1	73	44.5
1 - 2	36	21.9
2 - 5	42	25.6
5+	13	8.0

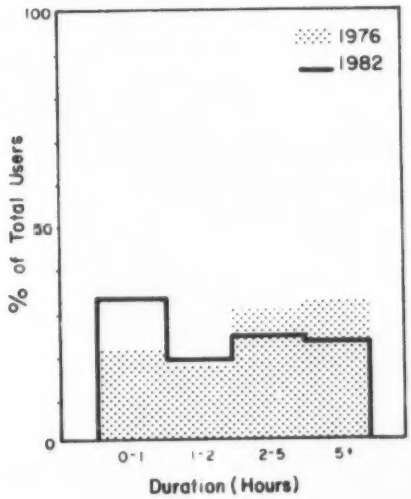
1976-1982 Comparison		
	1976	1982
Avg. Turnover	3.6	1.8
Avg. Duration	1hr.43min.	2hr 22 min.
Peak Use (%)	98.0	62.2
Peak Hour(s)	9·30-11·30	2·00-3·00

Lot No.: J1

Name: Tex Park

Survey Date: 3/9/82

Capacity: 1982 - 292
1976 - 250



1982 Duration Profile		
Hours	No.	%
0 - 1	175	33.5
1 - 2	97	18.5
2 - 5	127	24.3
5+	124	23.7

1976-1982 Comparison		
	1976	1982
Avg. Turnover	1.8	1.8
Avg. Duration	3hr 50min	3hr 34min
Peak Use (%)	96.0	84.6
Peak Hour(s)	10·00-11·00	2·00-3·00

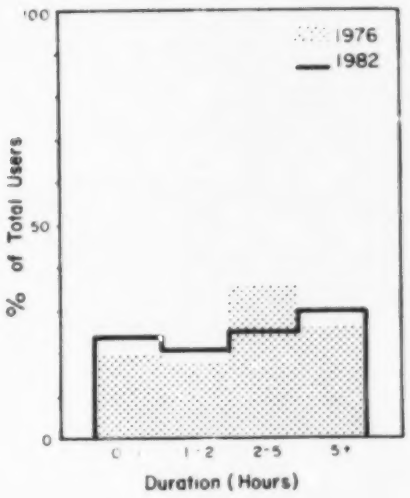
Appendix 2·3: Duration Profile, Off-Street Lots

Lot No.: L1

Name: Downtown Shoppers
(Grafton Street Lot)

Survey Date: 24/8/82

Capacity: 1982 - 89
1976 - 90



1982 Duration Profile		
Hours	No.	%
0 - 1	42	23.5
1 - 2	38	21.2
2 - 5	44	24.6
5+	55	30.7

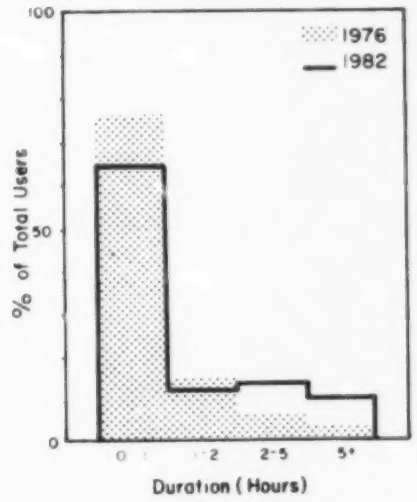
1976-1982 Comparison		
	1976	1982
Avg. Turnover	2.3	2.0
Avg. Duration	3hr 40min	4hr. 6min
Peak Use (%)	99.0	100.0
Peak Hour(s)	9.00-12.00	11.00-1.00

Lot No.: M16

Name: Dominion Store Lot
(Spring Garden Road)

Survey Date: 27/8/82

Capacity: 1982 - 97 + 58 long term
1976 - 97



1982 Duration Profile		
Hours	No.	%
0 - 1	148	64.3
1 - 2	28	12.2
2 - 5	31	13.5
5+	24	10.0

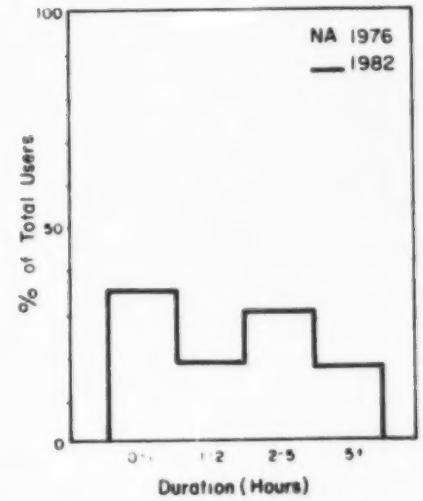
1976-1982 Comparison		
	1976	1982
Avg. Turnover	9.5	2.4
Avg. Duration	1hr 2min	2hr 9min
Peak Use (%)	100.0	69.1
Peak Hour(s)	10.30-3.30	11.00-2.00

Lot No.: M21

Name: Lord Nelson Parking
(South Park Street)

Survey Date: 27/8/82

Capacity: 1982 - 135
1976 - 100



1982 Duration Profile		
Hours	No.	%
0 - 1	89	34.6
1 - 2	47	18.3
2 - 5	77	30.0
5+	44	17.1

1976-1982 Comparison		
	1976	1982
Avg. Turnover	NA	1.9
Avg. Duration	NA	3hr 8min
Peak Use (%)	97.0	72.6
Peak Hour(s)	1.00-3.00	10.00-11.00

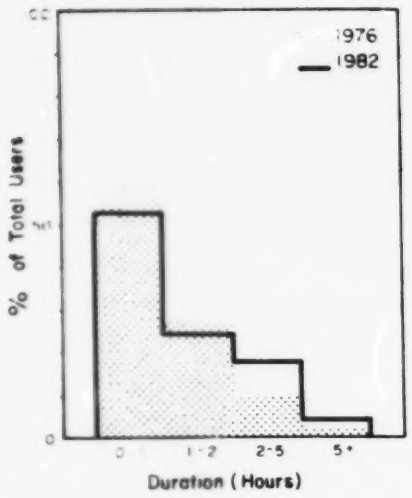
Appendix 2·4: Duration Profile, Off-Street Lots

Lot No: N12

Name: Spring Garden Road Shoppers (Lot No. 1)

Survey Date: 25/8/82

Capacity: 1982 - 79
1976 - 85



1982 Duration Profile		
Hours	No.	%
0 - 1	164	53.8
1 - 2	76	24.9
2 - 5	55	18.0
5+	10	3.3

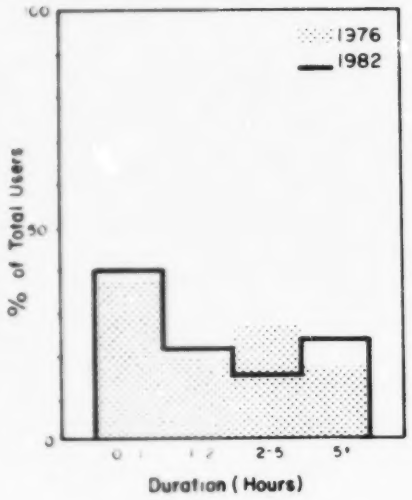
1976-1982 Comparison		
	1976	1982
Avg. Turnover	3.4	3.9
Avg. Duration	1hr 7min	1hr 53min
Peak Use (%)	54.0	98.7
Peak Hour(s)	1.30-3.30	1.00-2.00

Lot No. N14 and N17

Name: Spring Garden Road Shoppers (Lot No. 2)

Survey Date: 25/8/82

Capacity: 1982 - 176
1976 - 235



1982 Duration Profile		
Hours	No.	%
0 - 1	137	39.8
1 - 2	74	21.5
2 - 5	52	15.1
5+	82	23.8

1976-1982 Comparison		
	1976	1982
Avg. Turnover	4.0	2.0
Avg. Duration	2hr 42min	3hr 16min
Peak Use (%)	60.0	97.7
Peak Hour(s)	2.00-3.00	2.00-3.00

APPENDIX 3: ON-STREET PARKING - DURATION PROFILES FOR SURVEYED STREET LENGTHS

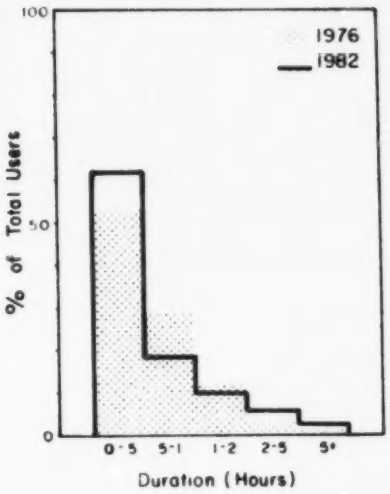
Appendix 3·1: Duration Profile, On-Street Parking

Street: Dresden Row *
(Sackville - Morris)

Survey Date: 29/9/82

Capacity: 1982 - 39
1976 - 40

1976 - surveyed from Annandale to Spring Garden



1982 Duration Profile		
Hours	No.	%
0 - 5	188	62.5
5 - 1	57	18.9
1 - 2	31	10.3
2 - 5	18	6.0
5+	7	2.3

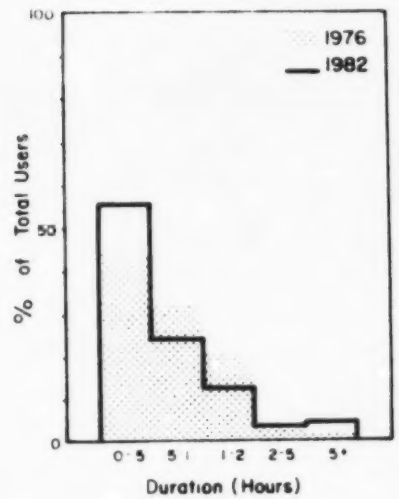
1976 - 1982 Comparison		
	1976	1982
Avg Turnover	7.8	7.7
Avg Duration (less than 2hr)	37min	43min

Street: Birmingham Street *
(Artillery - Morris)

Survey Date: 29/9/82

Capacity: 1982 - 34
1976 - 36

1976 - surveyed from Artillery to Spring Garden



1982 Duration Profile		
Hours	No.	%
0 - 5	135	55.5
5 - 1	58	23.9
1 - 2	31	12.8
2 - 5	9	3.7
5+	10	4.1

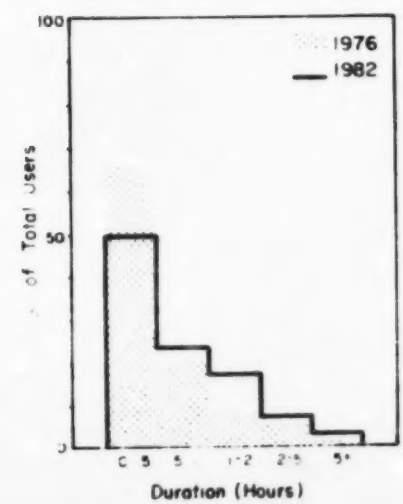
1976 - 1982 Comparison		
	1976	1982
Avg. Turnover	6.7	7.1
Avg Duration (less than 2hr)	44min	47min

Street: Queen Street and
Artillery Place *
(Sackville - Morris)

Survey Date: 29/9/82

Capacity: 1982 - 69
1976 - 76

1976 - surveyed from Sackville to Spring Garden



1982 Duration Profile		
Hours	No.	%
0 - 5	233	48.8
5 - 1	112	23.4
1 - 2	85	17.8
2 - 5	35	7.3
5+	13	2.7

1976 - 1982 Comparison		
	1976	1982
Avg Turnover	7.0	6.9
Avg Duration (less than 2hr)	34min	52min

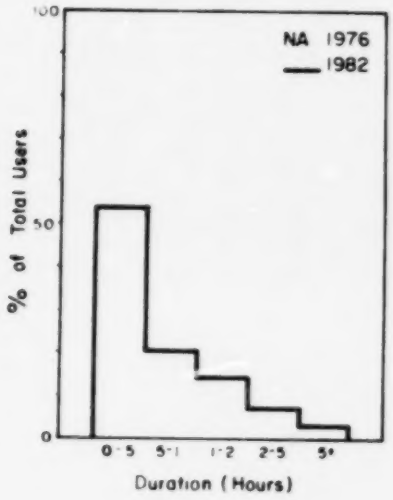
Appendix 3·2: Duration Profile, On-Street Parking

Street: Morris Street*
(Queen - Brenton)

Survey Date: 29/9/82

Capacity: 1982 - 16
1976 - 16

Not surveyed in 1976



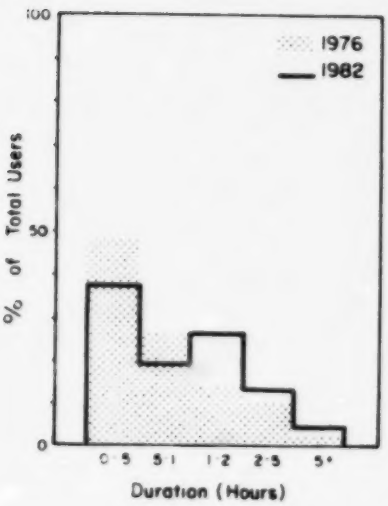
1982 Duration Profile		
Hours	No.	%
0 - 5	39	54 2
5 - 1	15	20 8
1 - 2	11	15 3
2 - 5	5	6 9
5+	2	2 8

1976 - 1982 Comparison		
	1976	1982
Avg Turnover	NA	4 5
Avg Duration (less than 2hr)	NA	52min

Street: Market Street
(George - Blowers)

Survey Date: 24/9/82

Capacity: 1982 - 35
1976 - 34



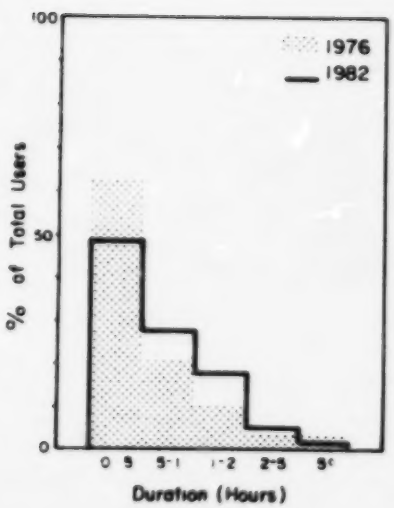
1982 Duration Profile		
Hours	No.	%
0 - 5	56	37 3
5 - 1	29	19 3
1 - 2	39	26 0
2 - 5	19	12 7
5+	7	4 7

1976 - 1982 Comparison		
	1976	1982
Avg Turnover	6 7	5 0
Avg Duration (less than 2hr)	42 min	1 hr

Street: Grafton Street
(George - Spring Garden)

Survey Date: 24/9/82

Capacity: 1982 - 50
1976 - 45



1982 Duration Profile		
Hours	No.	%
0 - 5	183	48 0
5 - 1	104	27 3
1 - 2	69	18 1
2 - 5	17	4 5
5+	8	2 1

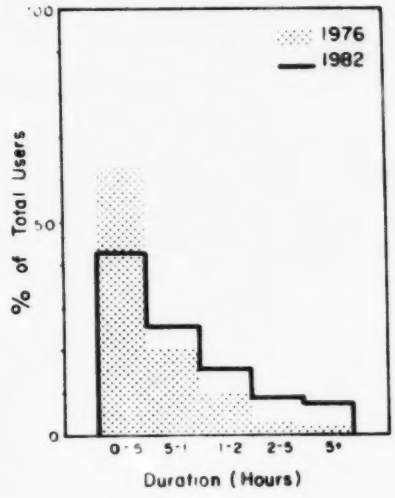
1976 - 1982 Comparison		
	1976	1982
Avg. Turnover	11 9	7 6
Avg Duration (less than 2 hr)	36 min	52 min

Appendix 3·3: Duration Profile, On-Street Parking

Street: Argyle Street
(Duke - Blowers)

Survey Date: 24/9/82

Capacity: 1982 - 54
1976 - 52



1982 Duration Profile		
Hours	No.	%
0 - 5	102	42.9
5 - 1	61	25.6
1 - 2	37	15.5
2 - 5	21	8.8
5+	18	7.2

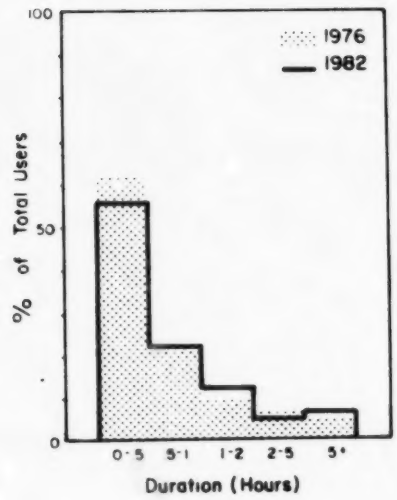
1976 - 1982 Comparison		
	1976	1982
Avg Turnover	11.3	5.8
Avg Duration (less than 2hr)	35min	51min

Street: Granville Street *
(Duke - Salter)

Survey Date: 26/10/82

Capacity: 1982 - 26
1976 - 43

1976 - surveyed from Buckingham to Blowers



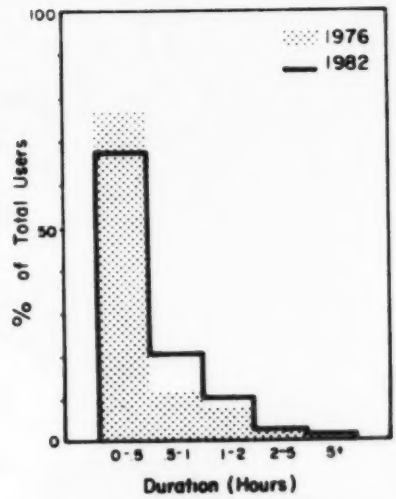
1982 Duration Profile		
Hours	No.	%
0 - 5	90	54.9
5 - 1	35	21.3
1 - 2	21	12.8
2 - 5	8	4.9
5+	10	6.1

1976 - 1982 Comparison		
	1976	1982
Avg. Turnover	8.0	6.3
Avg Duration (less than 2hr)	34 min	48min

Street: Bedford Row
(George - Sackville)

Survey Date: 26/10/82

Capacity: 1982 - 17
1976 - 26



1982 Duration Profile		
Hours	No.	%
0 - 5	109	66.9
5 - 1	33	20.2
1 - 2	17	10.4
2 - 5	3	1.8
5+	1	0.6

1976 - 1982 Comparison		
	1976	1982
Avg. Turnover	13.0	9.6
Avg Duration (less than 2hr.)	30min	43min

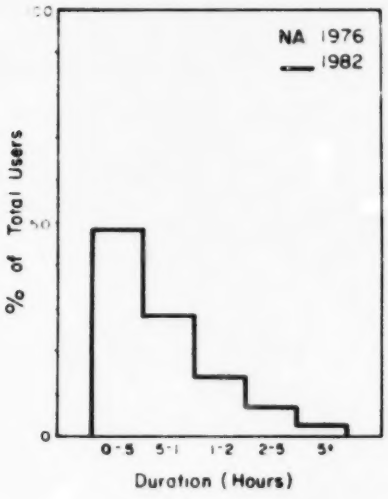
Appendix 3-4: Duration Profile, On-Street Parking

Street: Prince Street *
(Water - Grafton)

Survey Date: 26/10/82

Capacity: 1982 - 21
1976 - 6

** Not surveyed in 1976*



1982 Duration Profile		
Hours	No	%
0 - 5	76	48 4
5 - 1	44	28 0
1 - 2	22	14 0
2 - 5	11	7 0
5+	4	2 6

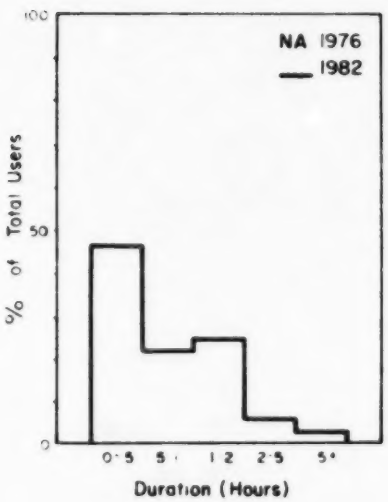
1976 - 1982 Comparison		
	1976	1982
Avg Turnover	NA	7 5
Avg Duration (less than 2hr)	NA	50min

Street: Blowers Street *
(Barrington - Market)

Survey Date: 24/9/82

Capacity: 1982 - 12
1976 - 13

** Not surveyed in 1976*



1982 Duration Profile		
Hours	No	%
0 - 5	38	458
5 - 1	18	217
1 - 2	20	241
2 - 5	5	60
5+	2	24

1976 - 1982 Comparison		
	1976	1982
Avg Turnover	NA	6 9
Avg Duration (less than 2hr)	NA	56min